

hand work, but all the pleading of disappointed clubmen would not induce him to take more than fifty additional passengers.

Members of the yacht club were advised to take passage on the excursion steamer Block Island, and of viewing the race from alongside passengers who paid only a dollar apiece for their tickets. The vessel, which was to the clubmen, several hired a tug, and more tried to get another one, but could not find one. The tug, which was up seeing the race, and went away in such bad humor that Mr. Kerr looked discomfited as if he believed that the world would win. He explained to a reporter that no one was to blame for a postponed race.

The steamer Mount Hope, of the Fall River line, which fairly outdid herself on Thursday, seemed to be a favorite with the crowd for the pier at the foot of Murray street was packed with people by 8 o'clock, although the boat did not leave until an hour and a half later. Everybody wanted the best seat on the upper deck, and they went early to get there. When finally the ropes were thrown off nearly 1,500 enthusiasts were comfortably seated on the deck.

Another favorite with the race-goers was the speedy and staunch Philadelphia steamer Republic, which had prospects of winning the race from alongside passengers. The boat was packed with people, and the crowd on the pier was estimated at 1,500. The boat was packed with people, and the crowd on the pier was estimated at 1,500.

The Iron Steamboat Company placed all its boats in commission, and the rate of fare attracted a crowd that packed the company's pier from 8 o'clock. The company's pier was packed with people, and the crowd on the pier was estimated at 1,500.

The fishing banks steamer, Havana, which took on the crowd of people at the pier at 8 o'clock, was packed with people, and the crowd on the pier was estimated at 1,500.

The Ocean Steamer Company, of the Crownline line, which left from the pier at the foot of Rector street, had selected a tug, and had the Old Guard band to entertain them on the trip.

The steamer Bonanza, of the Old Dominion Company, was filled to her utmost capacity with people, and the crowd on the pier was estimated at 1,500.

The Rockaway steamboat, the Sycamore and the Sycamore, which left from the pier at the foot of Rector street, had selected a tug, and had the Old Guard band to entertain them on the trip.

The New Brunswick left pier 4, North River, at 8:30 o'clock, with 1,000, and a brand-banded to eleven them if the residents said that the boat was packed with people, and the crowd on the pier was estimated at 1,500.

The fast-going Monmouth was an especial favorite with the race-goers, and the crowd on the pier was estimated at 1,500.

The mysterious and much-discussed pennant was secured by the club, and the crowd on the pier was estimated at 1,500.

A new one must be had at any price. A cab was secured by the club, and the crowd on the pier was estimated at 1,500.

Director "were" consulted for the nearest dressmaker, and the crowd on the pier was estimated at 1,500.

The yachtmen with the emerald colors are all pronounced vigilant men, and will later on no one that predicts the craft's defeat.

The police boat Aurora was again in charge of Inspector Williams. He had with him Capt. Corbitt, Sgt. Barry, thirty patrolmen and four roundsmen.

It was noticed that he was a pale man when he returned on Thursday, but the cause of the depressed looks is guarded as a secret of the Department.

Landmen who have a yacht race, but could not get away early enough today to go down the river in the front of "The Evening World" bulletin in a multitude this afternoon.

The crowd extended from the curb to City Hall Park, and were away out in the ballfield of the trams, where they looked on and tried to get good vantage ground.

Some were so far back that they found it difficult to read the things, but there was always a good-natured man there with excellent eyesight to announce results to the crowd.

## THE RECORDS OF THE YACHTS.

Both Have Proven Flyers in Many Races.

Vigilant was designed by Capt. N. G. Horrocks and built at the yard of the Horrocks at Bristol, R. I., for a syndicate comprising E. D. Morgan, C. O. Oliver, John F. Belmont, August Belmont, Oliver Belmont, Charles B. Flint, Chester W. Chapin, George C. Clark, Henry Morris, representing the late H. B. Astor, Carey, R. M. Fulton, Jr., Cornelius Vanderbilt, Jr., A. Barton Hopkins and A. T. Seligman.

She was launched on June 1 last. Her plans, from the keel to the water-line, are of fine bronze. The top strake is of steel.

On Aug. 19 Vigilant entered the race for the Commodore Yacht Club, and won the first prize. She was followed by the Yacht Club, but lost her topmast and bowsprit and withdrew. She was last at the time.

On Aug. 19 Vigilant arrived first at Newport in the run of the New York Yacht Club from New London.

In the first attempt at a race for the Commodore Yacht Club, Vigilant was second, followed by the Yacht Club. In the second race, Vigilant was first, followed by the Yacht Club.

Vigilant was designed by George L. Watson and built for Lord Dunsany, of New York, by the yard of the Horrocks at Bristol, R. I., for a syndicate comprising E. D. Morgan, C. O. Oliver, John F. Belmont, August Belmont, Oliver Belmont, Charles B. Flint, Chester W. Chapin, George C. Clark, Henry Morris, representing the late H. B. Astor, Carey, R. M. Fulton, Jr., Cornelius Vanderbilt, Jr., A. Barton Hopkins and A. T. Seligman.

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## DOBBINS BEATEN.

Sir Excess Defeats Croker's Colt for the Champagne Stakes To-Day.

MARY STONE'S WAKEFIELD.

Nellie Peyton Gelding and Assignee Win Their Events at Morris Park.

RACE TRACK, MORRIS PARK, Oct. 7.—The excellent programme and perfect weather proved a stronger attraction to seven thousand people than the yacht race, and as a consequence fully that number were on hand at the beautiful Westchester course this afternoon.

The course showed the effects of last night's storm, but it was drying out rapidly, and before the afternoon was spent the track was in comparatively good shape.

Before the races Col. S. D. Prince sold a number of yearlings from the stable of J. A. & A. H. Morris. They brought very small prices.

Callera, a chestnut mare, foaled in 1883 by Reform, dam Flora, was sold to J. J. Kelly for \$1,000. She was owned by the late H. C. Dittus.

The first race to occupy the attention of the public was a six furlong dash for the sprinters. The bookies offered on Wah-Jim as the favorite, but the talent would have none of him.

They jumped on Charmon and pounded her prize down from 6 to 1 to 2 to 1. Wah-Jim receded to the same price and the pair went to the post even choices.

Both were beaten by the Nellie Peyton gelding, whom no one thought had a chance. Ten to one was quoted against him. He won by a head, but ridden all the way. Wagon was easily best Charmon for the place.

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## THE SARATOGA YACHT.

Admits Paddling, Chaining and Striking Elmira Convicts.

And Says that What He Has Done He Would Do Again.

Famous Paddle and Piece of Hose Produced at the Inquiry.

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Commissioner Litchfield, the third member of the Committee, was present for the first time since the investigation was begun.

The Committee got down to work at 10 o'clock. Supt. Brockway was the first witness called. He testified practically as follows:

"The General Superintendent regulates the punishment of convicts, with the approval, tacit or expressed, of the Board of Managers. The latter have adopted no resolutions formally directing him how to discipline prisoners or giving him full authority to do so. He used his own discretion.

"The marking system constituted the principal method of discipline, the grade being changing with the loss or increase of points.

"The only means of compulsory discipline were the solitary cells, which were made for detention, not punishment. They were used for confinement and were only two meals a day. Such convicts never went out.

"Supt. Brockway described the solitary cells. He said that the doors of the cells, which were above ground, were made from bars 1 1/2 inches apart and open on the corridors.

"There was no special violation for which prisoners were confined. These answered the same purpose in a prison as do solitary cells in a reformatory. Not all of those placed in the solitary cells were punished. Some were confined in these cells always had an arm free. Their food, the longest time a man was in the solitary cell, was sent to him by the Superintendent. The Superintendent also sent him a book or a paper, and a bolt in the solitary cells. They were not dark cells, and were above ground.

"There was not a cell in the institution under ground. The Superintendent had full authority in confining and removing prisoners from the solitary cells. Mr. Brockway said he had never made a man in solitary cells.

"The ration for prisoners confined in the solitary cells was three meals a day, consisting of bread and meat and bread in the morning, and bread and meat in the evening.

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